



Hongkong Daily Press.

ON SALE
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FOR CHINA, JAPAN, AND
FIFTY-SIXTH ANNUAL ISSUE
1919
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INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 350 lbs. net.
SHEWAN, TOMES & Co.,
General Managers. [80]

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15, QUEEN'S ROAD CENTRAL.

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[12]

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SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
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[73]

PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " 8.30 " "	" " 10 "
8.30 " " 9.00 " "	" " 15 "
9.00 " " 9.30 p.m.	" " 15 "
9.30 " " 10.00 p.m.	" " 15 "
10.00 p.m. to 1.00 p.m.	" " 15 "
1.00 p.m. to 1.30 p.m.	" " 15 "
1.30 " " 2.00 " "	" " 15 "
2.00 " " 2.30 " "	" " 15 "
2.30 " " 3.00 " "	" " 15 "
3.00 " " 3.30 " "	" " 15 "
3.30 " " 4.00 " "	" " 15 "

NIGHT CARS

8.50 p.m. to 9.00 p.m. Every 30 minutes
9.00 p.m. to 11.30 p.m. Every 30 minutes
11.30 p.m.

SATURDAY

Extra Car-12.00 Midnight.

SUNDAY

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30 " "	to 11.00 a.m.	" " 10 "
11.30 " "	to 12.00 noon	" " 15 "
12.00 noon to 1.00 p.m.	" " 15 "	
1.00 p.m. to 1.30 p.m.	" " 15 "	
1.30 " " 2.00 " "	" " 15 "	
2.00 " " 2.30 " "	" " 15 "	
2.30 " " 3.00 " "	" " 15 "	
3.00 " " 3.30 " "	" " 15 "	
3.30 " " 4.00 " "	" " 15 "	

NIGHT CARS

As on Week Days.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
Season and peach tickets available for all
cars not already full running at the time
issued in the Company's time-table, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Season
tickets will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Order payable to the Company's Bank
Manager.

JOHN D. HUMPHREYS & FOS,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1913, until further Notice.

DOWN TRAINS.

Stations		No. 1 Through Express A.M.	No. 2 Local	No. 3 Through Express P.M.	No. 11 Local	No. 12 Through Express A.M.	No. 13 Local	No. 14 Through Express P.M.	No. 15 Local
CANTON (at the Tail)	dep.	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
SHUI CHUI	arr.	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15
SHUI CHUI	dep.	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20
SHUI CHUI	arr.	7.35	7.35	7.35	7.35	7.35	7.35	7.35	7.35
SHUI CHUI	dep.	7.40	7.40	7.40	7.40	7.40	7.40	7.40	7.40
SHUI CHUI	arr.	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55
SHUI CHUI	dep.	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
SHUI CHUI	arr.	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15
SHUI CHUI	dep.	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20
SHUI CHUI	arr.	8.35	8.35	8.35	8.35	8.35	8.35	8.35	8.35
SHUI CHUI	dep.	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40
SHUI CHUI	arr.	8.55	8.55	8.55	8.55	8.55	8.55	8.55	8.55
SHUI CHUI	dep.	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
SHUI CHUI	arr.	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15
SHUI CHUI	dep.	9.20	9.20	9.20	9.20	9.20	9.20	9.20	9.20
SHUI CHUI	arr.	9.35	9.35	9.35	9.35	9.35	9.35	9.35	9.35
SHUI CHUI	dep.	9.40	9.40	9.40	9.40	9.40	9.40	9.40	9.40
SHUI CHUI	arr.	9.55	9.55	9.55	9.55	9.55	9.55	9.55	9.55
SHUI CHUI	dep.	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
SHUI CHUI	arr.	10.15	10.15	10.15	10.15	10.15	10.15	10.15	10.15
SHUI CHUI	dep.	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
SHUI CHUI	arr.	10.35	10.35	10.35	10.35	10.35	10.35	10.35	10.35
SHUI CHUI	dep.	10.40	10.40	10.40	10.40	10.40	10.40	10.40	10.40
SHUI CHUI	arr.	10.55	10.55	10.55	10.55	10.55	10.55	10.55	10.55
SHUI CHUI	dep.	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00
SHUI CHUI	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
SHUI CHUI	dep.	11.20	11.20	11.20	11.20	11.20	11.20	11.20	11.20
SHUI CHUI	arr.	11.35	11.35	11.35	11.35	11.35	11.35	11.35	11.35
SHUI CHUI	dep.	11.40	11.40	11.40	11.40	11.40	11.40	11.40	11.40
SHUI CHUI	arr.	11.55	11.55	11.55	11.55	11.55	11.55	11.55	11.55
SHUI CHUI	dep.	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
SHUI CHUI	arr.	12.15	12.15	12.15	12.15	12.15	12.15	12.15	12.15
SHUI CHUI	dep.	12.20	12.20	12.20	12.20	12.20	12.20	12.20	12.20
SHUI CHUI	arr.	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35
SHUI CHUI	dep.	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40
SHUI CHUI	arr.	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55
SHUI CHUI	dep.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
SHUI CHUI	arr.	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
SHUI CHUI	dep.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
SHUI CHUI	arr.	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35
SHUI CHUI	dep.	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
SHUI CHUI	arr.	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55
SHUI CHUI	dep.	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
SHUI CHUI	arr.	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15
SHUI CHUI	dep.	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20
SHUI CHUI	arr.	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35
SHUI CHUI	dep.	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40
SHUI CHUI	arr.	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55
SHUI CHUI	dep.	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
SHUI CHUI	arr.	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15
SHUI CHUI	dep.	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
SHUI CHUI	arr.	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35
SHUI CHUI	dep.	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40
SHUI CHUI	arr.	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55
SHUI CHUI	dep.	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
SHUI CHUI	arr.	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15
SHUI CHUI	dep.	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20
SHUI CHUI	arr.	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35
SHUI CHUI	dep.	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40
SHUI CHUI	arr.	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55
SHUI CHUI	dep.	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
SHUI CHUI	arr.	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15
SHUI CHUI	dep.	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20
SHUI CHUI	arr.	5.35	5.35	5.35	5.35	5.35	5.35	5.35	5.35
SHUI CHUI	dep.	5.40	5.40	5.40	5.40	5.40	5.40	5.40	5.40
SHUI CHUI	arr.	5.55	5.55	5.55	5.55	5.55	5.55	5.55	5.55
SHUI CHUI	dep.	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
SHUI CHUI	arr.	6.15	6.15	6.15	6.15	6.15	6.15	6.15	6.15
SHUI CHUI	dep.	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20
SHUI CHUI	arr.	6.35	6.35	6.35	6.35	6.35	6.35	6.35	6.35
SHUI CHUI	dep.	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40
SHUI CHUI	arr.	6.55	6.55	6.55	6.55	6.55	6.55	6.55	6.55
SHUI CHUI	dep.	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
SHUI CHUI	arr.	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15
SHUI CHUI	dep.	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20
SHUI CHUI	arr.	7.35	7.35	7.35	7.35	7.35	7.35	7.35	7.35
SHUI CHUI	dep.	7.40	7.40	7.40	7.40	7.40	7.40	7.40	7.40
SHUI CHUI	arr.	7.55	7.55	7.55	7.55	7.55	7.55	7.55	7.55
SHUI CHUI	dep.	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
SHUI CHUI	arr.	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15
SHUI CHUI	dep.	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20
SHUI CHUI	arr.	8.35	8.35	8.35	8.35	8.35	8.35	8.35	8.35
SHUI CHUI	dep.	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40
SHUI CHUI	arr.	8.55	8.55	8.55	8.55	8.55	8.55	8.55	8.55
SHUI CHUI	dep.	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
SHUI CHUI	arr.	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15
SHUI CHUI	dep.	9.20	9.20	9.20	9.20	9.20	9.20	9.20	9.20
SHUI CHUI	arr.	9.35	9.35	9.35	9.35	9.35	9.35	9.35	9.35
SHUI CHUI	dep.	9.40	9.40	9.40	9.40	9.40	9.40	9.40	9.40
SHUI CHUI	arr.	9.55	9.55	9.55	9.55	9.55	9.55	9.55	9.55
SHUI CHUI	dep.	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
SHUI CHUI	arr.	10.15	10.15	10.15	10.15	10.15	10.15	10.15	10.15
SHUI CHUI	dep.	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
SHUI CHUI	arr.	10.35	10.35	10.35	10.35	10.35	10.35	10.35	10.35
SHUI CHUI	dep.	10.40	10.40	10.40	10.40	10.40	10.40	10.40	10.40
SHUI CHUI	arr.	10.55	10.55	10.55	10.55	10.55	10.55	10.55	10.55
SHUI CHUI	dep.	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00
SHUI CHUI	arr.	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
SHUI CHUI	dep.	11.20	11.20	11.20	11.20	11.20	11.20	11.20	11.20
SHUI CHUI	arr.	11.35	11.35	11.35	11.35	11.35	11.35	11.35	11.35
SHUI CHUI	dep.	11.40	11.40	11.40	11.40	11.40	11.40	11.40	11.40
SHUI CHUI	arr.	11.55	11.55	11.55	11.55	11.55	11.55	11.55	11.55
SHUI CHUI	dep.	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
SHUI CHUI	arr.	12.15	12.15	12.15	12.15	12.15	12.15	12.15	12.15
SHUI CHUI	dep.	12.20	12.20	12.20	12.20	12.20	12.20	12.20	12.20
SHUI CHUI	arr.	12.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35
SHUI CHUI	dep.	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40
SHUI CHUI	arr.	12.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55
SHUI CHUI	dep.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
SHUI CHUI	arr.	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
SHUI CHUI	dep.	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
SHUI CHUI	arr.	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35
SHUI CHUI	dep.	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
SHUI CHUI	arr.	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55
SHUI CHUI	dep.	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
SHUI CHUI	arr.	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15
SHUI CHUI	dep.	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20
SHUI CHUI	arr.	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35
SHUI CHUI	dep.	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40
SHUI CHUI	arr.	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55
SHUI CHUI	dep.	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
SHUI CHUI	arr.	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15
SHUI CHUI	dep.	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
SHUI CHUI	arr.	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35
SHUI CHUI	dep.	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40
SHUI CHUI	arr.	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55
SHUI CHUI	dep.	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
SHUI CHUI	arr.	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15
SHUI CHUI	dep.	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20
SHUI CHUI	arr.	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35
SHUI CHUI	dep.	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40
SHUI CHUI	arr.	4.55	4.55						

HONGKONG-SHANGHAI
AERIAL SERVICE.POSSIBILITIES OF THE NEAR
FUTURE.INTERVIEW WITH THE POSTMASTER-
GENERAL.

The announcement made on Thursday in the *Hongkong Daily Press* regarding the possibility of an aerial service between Hongkong and Shanghai has aroused much interest in the question, and we are glad to be able to state that an offer which has been made in connection with such a service will be seriously considered in all its aspects as soon as the International Air Convention has defined the aerial rules covering the whole world.

A representative of the *Daily Press*, who called on Mr. E. C. Ross, the Postmaster-General, yesterday, with a view to obtaining any details which were available, was told that nothing had been arranged, or could be arranged, until definite rules were drawn up, governing routes in every country.

"We do not even know whether we can fly over China," said Mr. Ross, "or whether the Chinese Government can stop us. That is one of the matters that will have to be settled by international arrangement."

Mr. Ross proceeded to explain that there were a great many such problems to be settled before an aerial service was established. For instance, if an aeroplane flying over Hongkong dropped a propeller blade and injured someone, they did not know who would be liable for the damages—the Government, the pilot, or the owner of the aircraft. Besides these questions, the question of emergency landing-places would have to be considered, and, as these would have to be in Chinese territory, an arrangement would have to be made between the two Governments.

Our representative observed that all similar matters were being gone into fully at Home.

Mr. Ross said that he had no doubt that as soon as an agreement had been come to on all points, the question of a service from Hongkong to Shanghai, which was now in the chrysalis stage, would be considered very seriously.

"But you are not in a position to give us the name of the firm who have made an offer to provide the service?"

Mr. Ross was disinclined to go any further, except to repeat that such a service was a certainty in the near future.

"I take it that an aerial service from Hongkong to Shanghai would in time connect up with a service from Shanghai to Japan and thence to America, with a final stage Home to England?"

Mr. Ross replied "No," I think that Hongkong will be linked with London by air at some future date, by way of Calcutta, because the Pacific route would mean more travelling over water, which is obviously not so convenient. The land route would be far more popular, especially if, as seems likely in the near future, a regular aerial service is established between London and Calcutta. From Calcutta a service to Hongkong would present no difficulties, and from Hongkong it could continue across Indo-China to Hongkong. Landing-places on that route could easily be arranged."

"Not by way of Singapore?" asked our reporter.

"I should think that would be a subsidiary service," returned Mr. Ross, "not only to Singapore, but also to the Dutch East Indies, as notice they are using that route for the service to Australia."

Referring back to the service between Hongkong and Shanghai, our reporter asked whether it would be likely to prove a success from a financial point of view.

Mr. Ross replied that that depended on the support it would receive. Upon the question of the cost of the service, Mr. Handley-Page, one of the foremost aviators at Home, had estimated that for a service to be a financial success a charge of half-a-crown per ton per mile should be made. "That may seem very high," said Mr. Ross, "but applied to flying conditions one gains a more correct perspective."

Proceeding, Mr. Ross said that, approximately, the distance between Hongkong and Shanghai might be put down at 800 miles, so that the charge would work out at about £100 a ton. Considering first the cost to passengers, on the average, 10 persons might be taken as weighing a ton. In reality it would be about 15 persons, but, giving each person a little weight, might safely say that 12 persons made up a ton. The cost per mile to each person would be 25d., or 2s. 8d. for the whole journey, which would occupy 8 hours. In local currency the cost per passenger would work out at, roughly, \$50, which, it would be seen, was cheaper than the ordinary first-class accommodation on board a steamer, with so much time saved and all the other necessary expenditure on board a steamer also saved.

The letter postage was quite another matter. Mr. Handley-Page had calculated that the charge for aerial postage would have to be 14d. per half-ounce per 1,000 miles, in addition to the ordinary postage. Calculating that to suit local conditions, the cost of postage to Shanghai by aerial service per ordinary letter would be 10 cents instead of 4 cents as at present.

"But," remarked the reporter, "it would take a great many letters to make a ton."

"That is one thing we have to consider," replied Mr. Ross. "It has been calculated that the mail service could not be made to pay unless at least 700 pounds were carried, and as about 37 letters go to a pound, that means that at least 25,900 letters will have to be carried."

And how your usual Shanghai mail amount to that?"

Mr. Ross replied that the mail never reached that figure, but it was hoped that the number would increase when the service was established because of the much

(Continued at foot of next column.)

COMPANY MEETING.

MESSRS. A. S. WATSON & CO., LTD.

The annual general meeting of the above Company was held yesterday, at the Hongkong Hotel, Mr. E. Humphreys presiding. The others present were: Sir Paul Chater, C.B.E., and Mr. J. Scott Harston (Consulting Committee), Messrs. M. S. Northcote, W. Morley, G. Rapp, C. B. Byers, J. D. Humphreys, J. M. Wong, and J. A. Tarant (Secretary).

The Chairman said:—Gentlemen,—The reduced earnings for the year under review are almost entirely due to the restrictions imposed by the British Government, during the last eighteen months of the war, upon certain articles which enjoyed a large sale and which could only be obtained from England. We estimate that these restrictions (which, in effect, amounted to prohibition) caused a diminution in gross profit of about \$75,000 as compared with the previous year. The restrictions are now being lifted, and we expect during the latter half of this year to receive regular shipments of the goods we so urgently require. The profits would have appeared as \$4,481.77 more but for the fact that the Consulting Committee fees \$1,500, auditors' fees \$700, and general management commission \$2,281.77, payable in 1919, were, at the auditors' request, treated as a liability for 1918.

I will now refer to such items in the accounts as appear to me to call for special comment. The increase of \$34,123.70 to inland lot No. 1780 is represented in part by payments to the contractor for the new Chinese department building thereon and partly by structural additions to the six Chinese houses thereon occupied by the Chinese staff. The Chinese department was transferred to this new building last June and the premises in Stanley Street till then rented for that department were given up. The increase of \$39,553.07 to building improvements, furniture, fittings, etc., is made up as follows:

Structural improvements (terrace, concrete floors, staircase, etc.) to the warehouse in Stanley Street	\$13,851.57
Structural additions to Aerated Water Factory (adding another story to south-east wing, etc.)	9,575.55
Furniture, fittings and trade utensils, warehouse	6,006.53
Furniture, fittings and trade utensils, new Chinese Department	4,922.50
Furniture, fittings and trade utensils, other departments and branches	1,137.92
Total	\$39,553.07

You will notice, upon referring to the heading "Aerated water machinery and plant," that there has been a big decrease, partly due to the sale of the Amoy branch and partly to large writing off for depreciation. The sale and liquidation of the Amoy branch resulted in a small profit. The Tientsin branch has also been sold, and the loss on the sale provided for in the accounts before you.

The auditors have asked for their fees to be increased from \$700 per annum to \$800 per annum, and your general managers and Consulting Committee, subject to your sanction at this meeting, have granted same.

The report and statement of accounts were passed on the proposition of the Chairman, seconded by Mr. Northcote.

Messrs. F. Matland and C. Bernard Brown were re-elected auditors, at a remuneration of \$400 each, on the proposition of the Chairman, seconded by Mr. Morley.

The Chairman announced that dividend warrants were ready and could be obtained on application. The meeting then terminated.

SPORT.

CRICKET.

MR. PONSONBY FANE'S XI. v. UNITED SERVICES.

The following will play for Mr. Ponsonby Fane's XI. v. United Services on the Civil Service ground at 10 a.m. to-day:—U. Omar, A. E. Wood, A. E. Rumjahn, J. Marley, F. Redmond, F. J. Ling, P. T. Lambie, B. W. Bradbury, C. G. Stapleton, A. K. Othor, and K. Ponsonby Fane.

greater convenience which merchants and others would enjoy in the expedited despatch of letters. It was also hoped that the letter mail would be augmented by packets containing samples, and other light matter. A person who wanted to order anything from Shanghai would not mind the small extra cost which would be levied on the packet being taken by aeroplane. If, for instance, a letter asking for a sample left Hongkong at 8 p.m. at night it would reach Shanghai in time to be delivered the first thing next morning. Then the merchant there had the whole day to get his reply ready and the reply would take the mail leaving Shanghai at 8 p.m. and reaching Hongkong in time to be delivered to the offices quite early in the morning.

Among other articles which would frequently be sent by aerial post would, Mr. Ross thought, be valuables. At present they were despatching a large number of diamonds by post, and it would be an obvious advantage to send such packets by aeroplane, because the owners would then not lose anything on interest or exchange.

Mr. Ross further expressed the opinion that ladies' millinery and dresses would be sent by Hongkong and Shanghai by aerial post. A lady who wanted these things urgently would think nothing of expending an extra \$2 or \$3 on the aerial post, because it would save so much time. Mr. Ross added that he did not think the aerial post would be used much for parcels because of the prohibitive cost, unless, of course, the parcels contained something very valuable.

In reply to a suggestion that the passenger aeroplane could carry a letter mail, Mr. Ross admitted that could be done, but added that it was doubtful whether passengers would care to take the risk in the present stage of aerial development.

HONGKONG PEACE
CELEBRATIONS.

HOME DATES TO BE FOLLOWED.

The telegram published yesterday morning, containing the *Times*' statement that the Peace Celebrations at Home have been fixed for August 3rd, 4th and 5th, has once again upset whatever provisional arrangements had been made for the local celebrations.

We now understand that, if the dates named by the *Times* are correct, the local celebrations will take place on the same days. All celebrations of a devotional character will be carried out on August 3rd, which is a Sunday, and the festivities, the general character of which we have already detailed, follow on the Monday and Tuesday.

It is not unlikely that some of the Allied communities in Hongkong—notably the Chinese, Japanese and Portuguese—will arrange for independent celebrations, and a meeting of the Executive Committee, which is to be held shortly, will discuss the plans of the different communities so as to obviate any clashing.

The programme of the Hongkong Peace Celebrations Committee will be submitted very shortly. Besides the items already mentioned, we understand that there is to be a special meeting of the Legislative Council, at which a congratulatory telegram to H.M. the King will be passed; and that there will also be a big tiffin at the Hongkong Club.

It has been definitely decided that all suggestions for a War Memorial shall be left over until the arrival of the new Governor, who, it is surmised, will receive instructions from Home not only as to the form which the Home authorities wish the Memorial to take, but also be advised of the amount of money which it is proposed to devote to the purpose."

"TARZAN OF THE APES."

JUNGLE STORY IN FILM FORM.

The Coronet Theatre will be screening, on Monday, the picture entitled "Tarzan of the Apes," based on Edgar Rice Burroughs' famous novel of the same name. The film has been produced by the National Film Corporation of New York, and is regarded as a triumph in the art of cinema photography. Its chief claim to recognition lies in its realistic setting, and in the wonderful scenes taken in the thickest of African jungles. It is said to have cost \$300,000 to prepare.

The picture grips one's interest throughout. Tarzan is the son of Lord Greystoke, who, accompanied by Lady Greystoke, goes out to Africa on a secret mission for the British Government in the latter years of Queen Victoria's reign, when slave trading was at its height. The sailors on board the vessel mutiny, and Lord and Lady Greystoke are marooned on the African coast. A boy, the future Lord Greystoke, is born in the heart of the forest. Lady Greystoke dies, and Lord Greystoke is attacked and killed by a she-ape, which carries away the child. Lord Greystoke's brother marries a bar-maid, who, on hearing of the mishap to the vessel by which Lord and Lady Greystoke left England, begins to assert her authority as Lady Greystoke. Meanwhile the real heir to Greystoke Manor is being brought up amongst apes and chimpanzees. A sailor eventually tells the story of the mutiny. A search is made, and at length Tarzan is found and brought home.

Elmo Lincoln, as Tarzan the super-man, and Enid Markey, as the heroine, meet the difficult requirements of the picture very satisfactorily. The cast includes a number of other well-known cinema artists. While the basic idea of the plot might not have been sponsored by Darwin, it is none the less absorbing for all that, and forms the background for a most interesting and spectacular film ever screened.

DOES NOT CARE A RAP FOR
ANY MAN.

GIRL SAYS IT IS BETTER TO
WORK.

There is at least one Chinese girl in Hongkong who believes that marriage is a failure, for she has told a Police Inspector that it is better to work for one's living than to marry. The man from whom she has gained her experience was charged, on remand, at the Magistrate's yesterday, with harbouring her without the consent of her parents.

As the case was formally remanded till to-day, no facts were divulged in Court, but a talk with the interested parties revealed the following interesting information.

It appears that the girl was betrothed to a man living at Wuchow, a salt-fish vendor. The girl, however, expressed her dislike of the match. She suddenly disappeared from her parents' household, leaving no trace behind. The parents reported their loss to the Police and offered a reward for information leading to the discovery of the girl. Several persons endeavoured to earn the reward and the girl was ultimately discovered living with defendant, who was arrested. In her statement to the Police, the girl said she did not care one rap for either her mother's choice or the man she was living with. She preferred an independent life, in which she could earn her daily bread. It was better for all women to work, she is reported to have said.

The man, on the other hand, informed the Magistrate that the girl came to him and explained her forlorn condition. Being sorry for her, he took her in and promised to make her his wife. With that intention he secured a job, and wrote his intended mother-in-law to make preparations for the wedding. Instead of doing as requested, however, she had him arrested.

INNOCENTS ABROAD.

"YOU ARE SOME GUYS."

Three Chinese who arrived in Hongkong last week were met by the usual hangers and taken to a boarding-house at West Point. Naturally, they desired to have a "look-see" at this wonderful island-rock, and, after wandering about the business quarter, gradually gravitated towards the many narrow by-ways—the delight of Chinese—that abound at West Point. Imbued with the holiday spirit, they roamed about, feeling a sense of security, presumably, amid people of their own nationality.

It was not long before a man and a woman accosted them most politely and volunteered to show them about. After clever questions had wormed out of them the fact that the visitors had their little riches on them at the time, the woman suggested that they should have some "chow." The visitors agreed and, unsuspectingly, followed them to an eating-house.

There they were treated to a sumptuous repast, and all the Chinese delicacies that the chef of the establishment could conjure up were placed before the guests. The "divine luxury of opium," as De Quincey calls it, was not lacking either, and when the visitors appeared to have sunk into that state of reverie revealing a new world, their money and jewellery were taken from them.

Disillusion came with the *fak* of the eating-house, who rudely roused them and demanded payment. The consternation of the unfortunate victims, the recently-expressed indignation of the proprietor of the eating-house and his hirelings, and the ignominious ejection of the "importers" may be better imagined than described.

Unkindest out of all, the visitors were left a slip of paper, on which was some message, in big scrawling, feminine writing. Translated it read: "You are some 'guys'"—to use an expressive Americanism.

The yokels returned to the country, chewing the cud of a better reflection, and it will, probably, be many a long day before they venture to fare forth into the world again.

AN OUTRAGED WIFE.

HUSBAND DISCOVERED WITH
ANOTHER WOMAN.

A loving wife's attempt to discover the amours of her unfaithful husband ended in her being summoned before Mr. R. O. Hutchison, at the Magistrate's yesterday, for assaulting another woman.

The tale unfolded to the Magistrate was a mixture of pathos and humour. The defendant was married a couple of years ago, and, as she expressed it, "we lived very happily till the intervention of another woman." This woman, it appeared, was a frequent visitor to the house, notwithstanding the fact that the wife refused to welcome her and always wore an unfriendly look when she came. One day, the husband disappeared and the other woman then ceased her visits. Naturally, the wife became suspicious, and, as the husband did not put in an appearance at home for several days, the woman went in search of him. She first visited the houses of their various friends, and, finally, went to complainant's house. Here she was amazed to find her husband and the "other woman," in a compromising situation. No sooner did the husband see his wife than he discreetly retired from the scene and has not been seen since. The wife took justice into her own hands and set upon the interloper who had marred her domestic happiness. A rough-and-tumble ensued. The Police intervened and took both combatants to the Police Station.

Mr. Hutchison remarked that there seemed to be no hope of an amicable understanding being arrived at between the two parties. He bade both over to their own recognisances of \$100 each to be of good behaviour for six months.

ALLEGED BRUTAL ASSAULT.

SERVANT GIRL SUMMONS HER
MASTER.

Unable to endure any longer the cruel treatment she received at the hands of her master, a Chinese, a young servant girl charged her employer at the Magistrate's yesterday, with assault.

The complainant, it appeared, was found wandering by the Police at 12.30 a.m. in Tai Hing Village. Asked why she came out at so late an hour, the girl burst into tears and said she had been brutally assaulted by her master and, as a consequence, had left the house. The girl had to be removed to the Government Civil Hospital in order that wounds, which were inflicted with a bamboo, might receive treatment.

Mr. Hutchison remanded the case, fixing bail at \$1,000.

"BOUGHT AND PAID FOR."

TWO CHILDREN SOLD FOR OVER
\$100.

At the Magistrate's yesterday, a Chinese man and three Chinese women were charged with kidnapping two children.

The evidence showed that the mother of the two children went out to work, and on her return, one evening, she found that the two children had disappeared. She immediately informed the Police, who, after making investigations, arrested the four defendants at various times and in different places. It was then ascertained that the children had been taken to Canton and sold for over \$100, but they have not been traced yet.

Mr. R. O. Hutchison remanded the case.

LANE, CRAWFORD & CO.

ESTABLISHED
1850TELEPHONE
1741

GENTLEMEN'S COMPLETE OUTFITTERS.

WE OFFER

VALUE AND QUALITY
AT POPULAR PRICES IN

SPORTS SHOES

IN ALL MEN'S SIZES.

TENNIS SHOES

BEST RED RUBBER SOLES, SEWN AND STUCK.
WHITE CANVAS, \$8.00. & BUCKSKIN, \$13.50.

YACHTING SHOES

WHITE CANVAS "KIDS" RUBBER SOLES \$3.75 pair.
WHITE CANVAS BEST ROPE SOLES \$4.50 pair.

GOLF SHOES

THE WALK OVER GOLFER EXTRA LIGHT YET
STRONG WITH SPECIAL GRIPS \$16.00 per pair.

WHITE WASHING BELTS

1" WEB WITH DETACHABLE BUCKLE.

All sizes \$1.00 each.

LANE, CRAWFORD & CO.

VICTORIA THEATRE

TO-NIGHT 9.15 p.m. TO-NIGHT

CHARLIE CHAPLIN

in

"A DOG'S LIFE"

HAROLD LLOYD

in

BRIDE & GLOOM

HANDS UP.

Episode 4—The Phantom's Trail.

BOOKING AT ANDERSON'S.

MACARONI, VERMICELLI, NOODLES.

AND ALL KINDS OF PASTE.

AGENTS WANTED!!!

Special price for wholesalers and retailers.

Please apply—

CANTON NOODLE AND MACARONI FACTORY.

Manufacturers of the well known

"Poppy Brand."

Office:—31, OLD GILMAN STREET, Tel. No. 2338.

Factory:—19/23, ARGYLE STREET, Mongkok, Tel. No. 2338.

Hongkong, March 2nd, 1919. [428]

Powell Ltd.

TELEPHONE 346

"ATLAS" REGD.

SHIRTS AND PYJAMAS

WEAR

AND

DYE

GUARANTEED.

New stock just received

in SMART DESIGNS.

TAFETTA, FLANNEL

ZEPHYR, OXFORD

etc. etc.

WITH STIFF
or SOFT
DOUBLE
CUFF

NEW ADVERTISEMENTS

NOTICE.
HONGKONG STOCK EXCHANGE.

NOTICE IS HEREBY GIVEN that the STOCK EXCHANGE will be CLOSED TO-DAY (SATURDAY), MAY 24TH, 1919, EMPIRE DAY.
By Order of the Committee,
E. M. RAYMOND,
Secretary.
Hongkong, May 24th, 1919. [764]

LLOYD'S REGISTERED OF SHIPPING.

THE undersigned JOHN LAMBERT, Ship and Engineer Surveyor to the above Society being transferred to Europe, the surveying duties will in the future be attended to by Mr. J. S. GARDNER, M.I.N.A., Ship Surveyor, and Mr. T. S. MORRISON, Ship and Engineer Surveyor, appointed from New York to this port.
JOHN LAMBERT,
Lloyd's Register of Shipping,
Alexandra Buildings.
Hongkong, May 23rd, 1919. [765]

PEAK HOUSE TO LET.
SIX ROOMS and FURNITURE, June 1st.
Apply—
DENNIS & BOWLEY. [766]

TO BE LET FURNISHED,
From July 1st.
NO. 7, MOUNTAIN VIEW, THE PEAK.
Apply to—
W. I. PATTENDEN,
Graham & Co., Ltd.,
84, Des Voeux Road Central. [767]

TO LET.
AT the PEAK, with immediate possession, No. 2, MOUNTAIN VIEW, Furnished or Unfurnished.
Apply to—
H. E. POLLOCK,
Supreme Court. [768]

TO LET (UNFURNISHED).
NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.
Address—
Care of "Daily Press" Office. [769]

TO LET.
NO. 102, THE PEAK, 6-Roomed House at the Peak.
Apply to—
FERCY SMITH SETH & FLEMING. [770]

THE PEAK.
FOR SALE. A FIVE-ROOMED Residence.
For particulars apply to—
Care of "Daily Press" Office. [771]

TO LET.
A FLAT in Nathan Road, Kowloon.
A Four-Roomed House in Gordon Terrace, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. [772]

WANTED AT ONCE.
A CLERK with some knowledge of Bookkeeping—must have first-class credentials.
Apply in writing to—
BRITON,
Care of "Daily Press" Office. [773]

WANTED.
COMPETENT ENGINEER with Good Shop Training for Local Engineering Works.
Apply stating experience and salary required to—
Box No. 777,
Care of "Daily Press" Office. [774]

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.
NOTICE.

WE beg to announce that all Straits Settlements War Loan taken up by this Association for its Members has now been exhausted. All moneys paid in to this Association will, in future be invested in British War Loan bearing interest at 5 per cent. per annum.
UNION INSURANCE SOCIETY OF CANTON, LTD.
Hon. Secretary. [775]

INTIMATIONS

HONGKONG POLO CLUB.
EMPIRE DAY.

WEATHER Permitting, a POLO CLUB GYMKHANA will be held at the Racecourse, HAPPY VALLEY (by kind permission of the Newmarket Hong Kong Jockey Club) TO-DAY (SATURDAY), MAY 24TH, at 4 P.M. Admission \$1.00 (including Tea) Children under twelve Half-price.
Programme includes—
TENT PEGGING, BRAIN-FRYER RACE, MOUNTED COMBAT, &c., &c.
Cash Sweep.
S. E. GRIMSTONE,
Hon. Secretary.
Hongkong, May 16th, 1919. [776]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transference of PUBLIC BUSINESS TO-DAY (SATURDAY), MAY 24TH, 1919.
By Order,
A. R. LOWE,
Secretary. [777]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transference of PUBLIC BUSINESS TO-DAY (SATURDAY), MAY 24TH, 1919.
By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries.
Hongkong, May 23rd, 1919. [778]

SIEMENS CHINA ELECTRICAL ENGINEERING COMPANY, (HONGKONG), LIMITED.

SIEMENS CHINA COMPANY—BERLIN, FRANK EMIL AUGUST EHREHARDT.
Creditors are required to send in their Claims against the above, to the undersigned, Alexandra Buildings, Des Voeux Road, on or before SATURDAY, MAY 31st, 1919.
C. BERNARD BROWN,
Liquidator.
Hongkong, May 19th, 1919. [779]

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

NOTICE IS HEREBY GIVEN that, owing to the undersigned proceeding home on leave, Mr. ROBERT H. KENWILL will take charge of the Company's Hongkong Branch as Acting Local Manager as from MAY 1st.
JOHN DE B. LANCASTER,
Acting Local Manager.
Hongkong, May 19th, 1919. [780]

G. R. NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.
Applicants are required to produce Passports or identification papers.
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.
Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.
40

FOR SALE.

A PORTABLE GARAGE, with all appointments, and a Five-seater Car used only 14 months. No reasonable offer will be refused. Owner leaving Colony.
Apply—
Care of "Daily Press" Office. [781]

PHILIPPINE HATS.

ARE YOU INTERESTED?

SEE the most complete line ever brought into this Colony WHOLESALE AND RETAIL. Room 481, Hongkong Hotel.
Office Hours, 2.30 P.M. to 7 P.M.

PALACE HOTEL, KOWLOON.

Corner of Haiphong and Hankow Road.
Tel. K. 2.
Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurbished, is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.
Special Arrangement for Families on Application to—
I. M. O'BERRY,
Proprietor. [782]

INTIMATIONS

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., Ltd. on THURSDAY, MAY 29TH, 1919, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1919.
The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, MAY 23rd, to THURSDAY, MAY 29th, 1919, Exclusive.
By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, May 16th, 1919. [783]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on THURSDAY, MAY 29TH, 1919, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending April 30th, 1919.
The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 31st instant, both days inclusive.
PEAK TRAMWAYS COMPANY, LTD.,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 20th, 1919. [784]

A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2632.
FAVOURER with instructions from The Concerned, will sell by Public Auction, on TUESDAY, May 27th, 1919, at 2.30 P.M., ONE OF THE LARGEST AND OLDEST STOCKS OF CHINESE PROCLAINS AND CURIOS EVER PLACED ON AN AUCTION FLOOR FOR SALE.

A Large Variety of 3-coloured and 5-coloured Vases and Plates, Blue and White Vases, and Figures, etc., including Lacquer Barrels of Gung and Wing Dynasties, Feking Cloisonne, Crystal, Agate and Jadestone Vases and Ornaments, etc., and a number of Snuff Bottles.
Also
Lacquered Screens, Panels, Old Chinese Engravings and Kakeemonos and a long line of Sundries.
Catalogues will be issued.
Terms—Cash on Delivery.
Hongkong, May 24th, 1919. [785]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"
having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed, at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by May 27th, at Noon will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.
Hongkong, May 20th, 1919. [786]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BALATIA, AMERICA, COLOMBIA, and SOUTH AFRICA PORTS.

THE Homeward Mail Steamer "DILWARA"

carrying His Majesty's Mail, will be despatched from this port about MAY 24TH, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.
Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-coming Steamer for Marseille and London.
Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents,
P. & O. S. N. Co.
Post Box 112,
22, Des Voeux Road Central.

INTIMATION

WATSON'S FORMAZONE

(REGISTERED).

A Refreshing, Invigorating and Palatable Drink. Particularly suited for Tennis, Shooting and Baiting Parties.

Pints \$1.20 Per Dozen.

Splits 70 Cts. "

A. S. WATSON & CO., LIMITED.

AERATED WATER MANUFACTURERS

Tel. 436.

Hongkong Office: 10, Des Voeux Road, C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 24TH, 1919.

EMPIRE DAY.

OWING, no doubt, to a desire to give greater prominence to the forthcoming Peace celebrations the observance of Empire Day, like that of St. George's Day, will be of a more subdued nature this year than it was last. Business will be suspended, the City of Victoria will appear in gala attire, and the school children will attend divine worship. After all, the chief value of the anniversary is the opportunity which it affords of impressing upon the rising generation the nature and extent of the proud heritage they will inherit, and the responsibilities which it carries with it. These lessons are no less necessary in a community such as ours, composed of heterogeneous elements, than they are in the Motherland and the Daughter nations. We cannot expect loyalty if we make no effort to encourage its growth, especially amongst people who are alien to us in race, religion and tradition. There is always a danger in such a case that the benefits of British rule will be accepted as a matter of course, just as we ourselves accept the comforts and conveniences of modern life because we have never known anything else, and that the slander, spread by our enemies, will find credence that the British are merely exploiting their possessions without any consideration for those whom fate has committed to their charge. Can we expect the Chinese to credit us with any more exalted motives than their own rulers exhibit? The retort may be that the answer is to be found in the fact that they flock to this Colony in thousands for security whenever troubles afflict their own country. It may be doubted, however, whether any but an infinitesimal proportion ever reflect upon the subject. Happily the old attitude of indifference which the British people were content to

adopt in regard to the development of Imperial sentiment is fast giving way to more enlightened views. Much has been taught us by the war. We have learned, for example, who are our enemies and who our friends, and important changes are likely to follow from that discovery. Some of them have already been foreshadowed in the recent Budget, which gives a preference to certain products of the Overseas Dominions in the hope of developing their resources and consolidating the Empire. This marks an important departure from Great Britain's fiscal policy, and is opposed in some quarters as unsound economically. While, however, it is denied that the wealth of Great Britain, which played such an important part in winning the war, was amassed under the system of Free Trade, it does not follow that any deviation from that system must necessarily lead to unfortunate results. As well might it be argued that because strychnine is a poison its use, even in small doses, must be deleterious to health. If a small preference to imports from the Colonies and Protectorates may be expected to stimulate production the inhabitants of Great Britain may find that they have benefited their kith and kin without any ultimate loss to themselves. Anyhow, the experiment is worth while. The Dominions, left free to make such fiscal arrangements as seemed best to each, have lowered their tariff in many cases in favour of the Mother country, and although this is not the same thing as erecting a tariff, where none existed, against the former sources of supply, it evinces a spirit to which we cannot remain indifferent. Our trade rivals would be willing to give a *quid pro quo* for such a concession. The question, however, as Mr. BONAR LAW pointed out some time back, is not one merely of pounds, shillings and pence. The magnificent manner in which the self-governing Dominions rallied in the hour of need to the side of the land which gave them birth demands recognition. The silken ties of sentiment which have hitherto held the Empire together must, if possible, be reinforced by others. One of the many results of the fact that the Empire gradually came into existence as the result of accident rather than design has been the anomaly that the Dominions have no voice in the making of foreign treaties by which they are bound, or in the declaration of war, though they could not but be directly involved in the consequences. On the other hand, they have been under no legal obligation to share the burden of Imperial defence. Obviously this is a state of things which they have outgrown. Their participation first in the deliberations of the War Cabinet and, later, in the Peace Conference, and their inclusion as individual States in the League of Nations are an indication of the constitutional changes which are imminent, while their contributions of men, ships and money to the Great Cause are an earnest of their readiness to bear their part of the responsibilities of Empire. At the same time it is to be hoped that efforts will be made to direct emigration and money for investment to the Colonies and Dependencies, rather than to foreign nations, in order that the Empire may be strengthened and developed. For the Empire—or Commonwealth as it is more correctly named—aiming at being on a small scale that which the League of Nations is designed to be on a large one—a guardian of freedom and fraternity that will serve as a bulwark of justice.

Mr. J. B. Rentiers, British Consul General at Manila, was amongst those who arrived in the Colony on the *Tingo Maria*. He is on his way Home, and it is not likely he will return.

Given fine weather to-day, the Polo Club's Gymkhana should be highly successful from every point of view. There are large entries for all the events and good sport is promised.

A Chinese woman was committed for trial at the next Criminal Sessions, by Mr. R. E. Lindsell, yesterday, on a charge of forging a mortgage deed. Defendant reserved her defence. She was granted bail in \$2,500.

Amongst other Hongkong residents who left for Home yesterday on the *Shingo Maru* were Mr. and Mrs. T. Beattie, Mr. R. de Journal and his two daughters, Mr. A. M. O. Remedios, Mrs. L. M. Silva and the Misses Silva.

The death occurred at the Naval Hospital, on Thursday, of Chief Stoker Horton of the mine-sweeper *Hydrangea*. He had been ill for about 10 days. The funeral took place at Happy Valley yesterday, and was accorded Naval honours.

Amongst those who have recently returned to the Colony are Mr. A. M. Wilkie, who took part in the closing stages of the war on the Western Front; and Mr. J. Bentley, who went Home last year to volunteer for service at the Front.

A young Chinese was charged at the Magistracy, yesterday, with harbouring a girl, and Mr. Lindsell, stating that he was busy, remanded the case till to-day. The interpreter was amazed. "Why," he exclaimed, "it is a holiday to-morrow." "Yes," replied Mr. Lindsell in a lugubrious tone, "holidays everywhere, except in this office." We sympathize with the Court officials for we know even better than they what it is to work while others are enjoying a "rest-cure."

The bazaar held yesterday at St. Andrew's Church Hall, in aid of the Children's Ministering League, was a complete success. The hall was well stocked with articles for household use, and wearing apparel, and the prices being moderate, all were easily disposed of. Credit is due to Mrs. Griffin, who organised the sale, and to her willing assistants including Mrs. Kennedy, Mrs. Robinson, Mrs. White, Mrs. Rosser, Stone, Anderson and the Misses Rosser, Stone, Pearce, Murphy, Ogilvie, and Bessie George.

The boycott against Japanese is, to all appearances, no empty threat, and many cities, including Shanghai, Hankow, Wuhu, Ningpo and Soochow, are rigidly enforcing the movement. Mr. George Grimble, who returned to the Colony yesterday from Japan *via* Shanghai, said he was struck with the earnestness of the Chinese in the Northern settlement. Japanese bank-notes are treated by them as mere "scraps of paper," and it is extremely difficult to negotiate a Japanese bank-note at any Chinese place of business. Posters and pamphlets exhort the people not to purchase goods of Japanese origin or manufacture. In one instance, Japanese goods were nailed to telegraph-posts with a tag affixed reading: "Shen are Japanese goods! Do not buy them!"

The Director of the Canton-Kowloon Railway, Chinese Section, has reported that he has reason to believe that a large gang of bandits are concentrating in the Tungshan district, with the object of holding up one of the express trains. The Tsuchin has ordered troops to the place.

The Magistrate of the Lungmoon district has reported that a gang of about 300 bandits are preparing to attack the district city. They have occupied several important positions in the vicinity.

DEPORTATION OF ENEMY SUBJECTS.
The Treasurer has reported to the Military Government that the expenditure in connection with the deportation of enemy subjects from the province of Kwangtung amounts to \$50,000.

THE TRAMWAY.
Respecting the proposal to construct a tramway on the new roads in the city, the members of the Provincial Assembly have informed the Civil Governor that no tender should be accepted without the consent of the Assembly.

PEKING CABLE NEWS.
It is reported that the Japanese Minister in Peking has formally notified the Peking Government that the Japanese Government has decided to return Shantung to China under conditions which will be beneficial to both nations. Japanese soldiers are patrolling in Peking to protect Japanese residents.

CANTON NEWS.

CANTON, May 23rd.

BANDITS ACTIVITY.

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BULGARIAN FRONTIERS DECIDED.

RUMANIANS DEFEATED BY BOLSHEVIKS.

PARIS, May 14th.
A. Hayas message states:
Criticism of the Treaty with Germany
continues in the French Press. Many
opinion agree in declaring that the League
of Nations, as outlined in the Covenant,
only a League of Governments.

Paris, May 14th
 Avas message states:—
 is reliably reported that the chief
 in the Treaty with Turkey will
 Constantinople as an independ-
 city under the jurisdiction of the
 of Nations.

Germany. Repatriation has been
upon. Women typic
and

...in the forces were con-
tain the reception of the remains
a procession

(Continued on page 6.)

CORONET THEATRE.

The Heroine

"TARZAN OF THE APES"

ENID MARKEY

Whom you all fell in love with

"The Yankee Way."



MOTHER SEIGEL'S SYRUP IS EXCELLENT FOR

The tonic and restorative properties of Mother Seigel's Syrup have a most excellent and beneficial effect on the organs of digestion—stomach, liver and bowels.

Mother Seigel's Syrup is made from the medicinal extracts of more than ten varieties of roots, bark and leaves, which in combination exert a remarkably beneficial action on the digestive organs, toning, strengthening and stimulating them to healthy activity, enabling them to perform their functions naturally and easily.

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THE LESSONS OF THE WAR.

"WE MADE MANY MISTAKES."

SPEECH BY ADMIRAL SIR D. BEATTY.

Admiral Sir David Beatty received recently the honorary freedom of the city of Liverpool, conferred in the presence of a crowded gathering in the famous St. George's Hall, where all the ranks and interests of the port were represented. Many thousands of people lined the streets to cheer the Commander-in-Chief of the Grand Fleet on his way to the ceremony, and the detachments of blue-jackets and marines from his Majesty's ship *Queen Elizabeth* came in for a popular welcome of scarcely less warmth.

There was a full attendance of the City Council at the special meeting at the St. George's Hall. Lady Beatty, carrying a bouquet of pink carnations, was accompanied to a seat below the platform by the Countess Derby and the Lady Mayores (Mrs. Ritchie). Similarly, in a procession headed by the regalia, Sir David Beatty was escorted to the platform by the Earl of Derby and the Lord Mayor (Lieut. Colonel Ritchie), Sir Edward Russell, and Sir Charles Petrie. The scroll conferring the freedom bore on it the flags of the Allies, a picture of H.M.S. *Lion*, Sir David's famous old flagship, and the admiral's flag.

The Lord Mayor mentioned that the freedom of the city was conferred in the old days upon Lord Howe, Admiral Duncan, and Lord Nelson. Sir David Beatty, however, was the first representative of the Navy to be included in the list of honorary freemen, and in honouring him Liverpool desired also to honour the whole Navy.

Sir David Beatty, who received an ovation on rising to reply, said Liverpool had borne a great part in the naval war—a part fitting and commensurate with her standing as one of the greatest ports in the world. She became, indeed, the principal base of the 10th Cruiser Squadron, the creation of which was in itself an achievement of which the city might well be proud. Not only were the ships Liverpool ships, armed and equipped by Liverpool firms, but the crews that manned them were mostly Liverpool men. They became an integral part of his Majesty's Navy and of the Grand Fleet. (Cheers.)

The bond of union which always existed between the two great services, the Royal Navy and the mercantile marine, in the great brotherhood of the sea, had become closer and more real. "We have come to understand each other as we never did before," said Sir David. "The magnificent qualities displayed and the services rendered by the officers and crews of the mercantile marine have filled every member of the Royal Navy with admiration and pride. The duty of the 10th Cruiser Squadron was to maintain a rigorous blockade of Germany. This blockade was one of the most important factors in bringing about the defeat of the enemy, and its maintenance demanded seamanship of a high order, with vigilance and untiring devotion to duty." Sir David referred with pride to the exploits of the squadron, its contests with submarines, the sinking of the *Grief* by the *Andes* and *Cantara*, and the fight of the *Carmania* with the *Cap Trafalgar*. They in the Navy realised and appreciated to the full the great part played by that famous city.

IMPROVISATION IN A CRISIS.

The Admiral proceeded: "In common with the other great services, the Navy had learned many lessons during the 4 years just past. "We made many mistakes, and it is our business to-day to see that the lessons have been taken to heart, that we shall not again be found in such a state that we have to face the greatest crisis in history with improvised methods, working from hand to mouth. It may be said that the result was good enough with such methods, but was it? We have surely no right to continue to rely on improvisation or to take it for granted that eventualities will always be met by successful achievement of individual cities under the leadership of individual citizens. We in the Navy know well our defects, and it is our business to face them, to leave no stone unturned to avoid a repetition of the mistakes from which we have suffered in the past. The work of reconstruction has to be taken in hand with full knowledge of our requirements, learnt by bitter experience in the past four and a half years. It must be our endeavour to profit by that experience. The Navy is to-day what it has been for the past 200 years—the sure shield of Britain and the British Empire. Here repetition of this very true and well-known phrase will not ensure that we remain so. The sure shield must be kept sane by clear thinking and concentrated effort on scientific lines. In the necessary struggle for retrenchment such economies as certainly will be required must be applied with wisdom and the proper understanding of the problems before us in the light of the knowledge gained during the war. Only so shall we avoid impairing the essential efficiency of the Navy. The Navy is a shield and not a rattling sabre. (Cheers.)

"We are a sea race. We came into being by the sea; we exist by the sea; and if there is one thing that has exemplified that more than anything else it is that we still remain a sea race. Witness the glorious exploits of our Mercantile Marine. Nothing daunted by submarine or mine, they maintained the traditions of our race. No ship ever failed to sail for want of a crew, British to a man. Liverpool, as the home of a large proportion of our mariners, must feel a special pride in such a reflection. With such material it should be easy indeed to preserve our heritage under wise and skilful guidance.

"I have said before that the Royal Navy and the Mercantile Marine have been drawn together under the vicissitudes of war, and have learnt to know and respect each other as never before. (Continued as foot of next column.)

A BEAUTY PICTURE.

NEW VERSION OF SIR WILLIAM ORPEN'S "REFUGEE."

A GIRL SPY.

Many romantic stories have been attached to Sir William Orpen's now famous picture, "The Refugee."

Some time ago a paragraph in the *Daily Express* by the way suggested it to be the portrait of a beautiful spy, in another quarter the picture was said to be that of the much-discussed "War Woman of Rouen." Now the American papers put a new construction on the mystery by printing the following dramatic story about the painting, which is on show in New York.

The picture is said to be a portrait of Frieda Nietzer, a young Hungarian woman, who made her way into the region occupied by the Allies on the western front, captivated many French and Belgian officers with her beauty and liveliness—and was tried and executed for being a German spy.

The story is ascribed to Mr. Robert Nicholls, the young British poet, who is recuperating from shell shock in America. Mr. Nicholls visited the gallery where the picture is on exhibition and gave the following account of Frieda Nietzer's death scene:—

Under the mask of a refugee from the despotism of Hungarian rule, said Mr. Nicholls, Frieda Nietzer came to Belgium, where, for more than two years, although constantly under suspicion as a spy, she managed to evade arrest. The secret of her success was the charm she exercised over the French and Belgian officers. She was a ravishing beauty with masses of golden hair and innocent blue eyes. There was not an officer with whom she came in contact who did not fall victim to her bewitching face and form.

But, as fate would have it, she finally over-reached herself and drew to the notice of the Intelligence Department evidence of her operations too clear to be misunderstood.

She was tried by a military court and ordered to be shot at the dawn of the following day. She accepted the findings "without emotion and without protest," but also said she requested to make use of the court. This was that she be permitted to face her executioners in a costume of her own choosing. The request was granted.

The following morning Frieda Nietzer was led into the courtyard of an ancient chateau and was confronted by a firing squad commanded by an officer who, before the exposure, had long been an ardent admirer.

"She wore a most magnificent cloak of dark-blue velvet, trimmed with fur, which completely covered her. She did not suffer an eyelid, but was as cool and self-possessed as though she had not a care in the world. She had nothing to say. The firing squad formed itself about twenty paces from her. She was not even blindfolded.

"Get ready!" rang out the officer's command.

"One!"

The soldiers raised their rifles.

"Two," the officer continued sharply. With the word "Two" the beautiful woman threw off her cloak, letting it fall slowly to the ground, and revealed her self nude to the astonished officer and men.

It was clear in an instant to the officer that the spy had sought by this display of her compelling beauty to win from him a reprieve. There was a pause for a moment, when the officer's resolute voice again was heard this time uttering the fatal "Three!"

There was a crash of rifles, and Frieda Nietzer fell in a heap to the ground, her carrier ended.

It must be our care to foster and strengthen that feeling, so that in the future and for all time the Royal Navy and the Mercantile Marine together shall provide the sure shield which will enable the Empire to continue to prosper and remain the greatest Empire that the world has ever seen" (Cheers.)

After the ceremony the Admiral and Lady Beatty drove through the city with the Lord Mayor and a military escort. A banquet held at the Town Hall in the evening, the Earl of Derby, speaking of the intense love of the French for the soil of their country, said that when he saw the devastated areas, ruined almost beyond repair, he had intense sympathy with the French people in their anxiety for the future. "I think it is up to us to say that if, again, there should be any attempt to cross that frontier by an ambitious foe," continued Lord Derby, "just as we stood by our pledge to Belgium, so we will stand in our friendship to France. (Cheers.) The soil sacred to Frenchmen is equally sacred to us when the blood of the best of our nation has watered it. I propose to be absolutely silent on the subject of the League of Nations, but I feel that if anything can be found that can save future generations from the horrors from which we have suffered, then in Heaven's name let us give it a trial." (Cheers.)

The best foundation on which to build it is a strong alliance, a deep and lasting friendship between ourselves, France and America, supported by the British Navy. (Cheers.)

Replying to the toast of his health, Sir David Beatty said that the German High Seas Fleet was the bulwark behind which the submarine menace grew. Assailed by weapons we could not take their nest. German strategy, science, and brain power evolved a system of land defense, and the High Seas Fleet supplemented them, and the menace went further afield. If the Grand Fleet could have maintained a position close to the nests we could have throttled the submarines, and the menace would have ceased to exist. That was not possible. Had the High Seas Fleet been destroyed the menace would have disappeared. Our opportunities of destroying the High Seas Fleet are known to everybody.

"The Germans were wise in their generation," Sir David added. "One opportunity was given of short duration; they never gave another; and in the end the prestige of the Grand Fleet was alone sufficient to give it the greatest victory of all times."

"LA MINERVA" CIGARS.

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BAD SKIN TROUBLE SPREAD ON ARM

Started With Little Red Spots. Used to Itch Cruelly. Cuticura Healed.

"I had a place on my arm that would run like water. It started with little red spots and spread larger and larger, so that I thought it would never heal. It used to itch cruelly by day and I rubbed it until it got so sore I could not do anything to it."

"I had the trouble for two years or more. Then I wrote for a free sample of Cuticura Soap and Ointment and afterward bought some more and I was healed." (Signed) Wm. John George, 7, Edgcombe Terrace, Roche, Cornwall, Eng.

Use these super-creamy emollients for every-day toilet purposes and prevent distressing troubles.

Soap to cleanse, Ointment to heal. British Depot: F. Newbery & Sons, Ltd., 27, Cannon Street, London. Sold everywhere.

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10" size \$140

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YOUR SKIN AND COMPLEXION. It is the best for all skin troubles. It is a powerful purgative, and is sold in all the principal Pharmacies and Chemists.

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FOR	STEAMERS	TO	DATE
NEWCHWANG	NINGPO	On 24th May, Noon.	
SHANGHAI and TSINGTAO	YINGCHOW	On 25th May, Night.	
SHANGHAI	KIUKIANG	On 25th May, Noon.	
SWATOW and BANGKOK	HUPEH	On 27th May, Noon.	
SHANGHAI	TEAN	On 27th May, Noon.	
SWATOW and SINGAPORE	CHENGTOU	On 28th May, Noon.	
WHEARWELL, CHENGTOU, NINGPO and TEAN	CHENGTOU	On 28th May, 3 P.M.	
SHANGHAI	SUNSHINE	On 29th May, Noon.	
SHANGHAI and TSINGTAO	KWANGS	On 1st June, Night.	
SWATOW and BANGKOK	LIANGCHOW	On 3rd June, Noon.	
MANILA, CEBU and ILOILO	TAMING	On 3rd June, 3 P.M.	
SHANGHAI	SUIYANG	On 5th June, Noon.	

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"HAIHONG"	... Capt. J. W. Evans ...	FRIDAY	30th May, at 1 P.M.

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SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
NEURALIA	25th May, Noon.	30th June	8th July.
NOVARA	7th August	6th Sept.	18th Sept.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due BOMBAY about
DILWARA	24th May, Noon	10th June.

FOR

CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR ... early June | June

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
ARRATOON APCAR	20th May, Noon	

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the action of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	MISHIMA MARU ... 15,950 Tons	9th June, at 11 A.M.
	SADO MARU ... 12,550 Tons	17th June, at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU ... 9,800 Tons	21st June, at 11 A.M.
	AKI MARU ... 12,300 Tons	19th July, at 11 A.M.
LONDON & ANTWERP via SINGAPORE, PANAMA, COLOMBO, SUEZ and PORT SAID	KAGA MARU ... 12,300 Tons	30th May, at Noon.
YOKOHAMA MARU	12,340 Tons	14th June, at Noon.
YOKOHAMA via MANILA, ZAMBOANGA, THURBURN, TOWNSVILLE, BRISBANE & SYDNEY	TANGO MARU ... 12,780 Tons	25th June, at 11 A.M.
NEW YORK	TATSUNO MARU 14,830 Tons	28th May, at 4 P.M.
SHANGHAI, KOBE, YOKOHAMA, PANAMA, SINGAPORE and PANAMA	(Cargo Only)	
BOMBAY via SINGAPORE, MALACCA & COLOMBO	KIRIN MARU No. 2 7,780 Tons	27th May.
	KOSOKU MARU ...	16th June.
CALCUTTA via SINGAPORE, PANAMA and RANGOON	RANGOON MARU 11,540 Tons	25th June.

Or "via Shanghai and/or Moji." Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.

Operated by the magnificent and specially equipped passenger steamers
"FUSHIMI MARU," "HUWA MARU," "KASHIMA MARU"
and "KATORI MARU," each of over 10,000 tons displacement.

Next Sailings from Hongkong.

"FUSHIMI MARU" ... 21,000 Tons ... 2nd June, at 11 A.M.

"KATORI MARU" ... 8,000 Tons ... 13th July, at 11 A.M.

Outgoing Manila, San Francisco.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager

Telephone 323 and 321

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	20,000	May 24th, From YOKOHAMA.
PERSIA MARU	8,000	June 18th.
KOREA MARU	20,000	June 26th.
NIPPON MARU	11,000	July 7th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,900	July 12th
SEIYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000	On or about 12th June
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"NERA" ... 10,000	On or about 12th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building.

TELEPHONE 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"AMUR MARU" ... End of May.
"APRES MARU" ... Tuesday, 10th June.
Call Marcellus.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"GANGES MARU" ... Monday, 26th May

"BURMA MARU" ... Monday, 26th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Saturday, 15th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Monday, 26th May

"BURMA MARU" ... Monday, 26th May.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU" ... Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"NANKIN G. MARU" ... Sunday, 1st June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.

"CANADA MARU" ... Saturday, 7th June.

HAIPHONG—Three times a Month service.

"DAIKOKU MARU" ... Monday, 2nd June.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class unless passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSU MARU" ... Thursday, 6th June, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU" ... Sunday, 25th May, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS

"NANKING" (11,000 tons, American Registry). "CHINA" (10,800 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" June 12th, 1919.

"CHINA" July 2nd, 1919.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Freight and Passenger Agent, Long House Street.

Prince's Buildings

Tel. 1943

